

DATE 014501 16 DEC 64

SECRET

25X1A

TO : DIRECTOR

FROM :

ACTION:

INFO :

25X1A

25X1A TOR: 0248Z 16 DEC 64

ROUTING	INT
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PRIORITY

IN 62864
25X1ATO PRIORITY INFO CITE

OXCART OPS FLTEST

25X1A

POSTED
m.p.ARTICLE 129, MADE FLIGHT 79, ON 15 DEC 64.

TAKE OFF AT 1321 HOURS FOR 1 HOUR AND 16 MINUTES. GROSS WEIGHT 121,800 LBS, C.G. 20.3 PERCENT, TAKE OFF DISTANCE 7700 FT, TAKE OFF SPEED 215 KTS, PRESSURE ALTITUDE 4430 FT, TEMPERATURE 49 DEGREES, WIND CALM, MAXIMUM SPEED 3.14 MACH, MAXIMUM ALTITUDE 78,000 FT, TIME OVER 2.0 MACH THIS FLIGHT 30 MINUTES, TIME OVER 2.5 MACH THIS FLIGHT 20 MINUTES, TIME OVER 3.0 MACH THIS FLIGHT 15 MINUTES. PURPOSE: CRUISE DATA WITH 450 KEAS CLIMB SCHEDULE. Q BAY AND SPECIAL EQUIPMENT: INS.

TAKE OFF AND CLIMB ON 450 KEAS LINE WERE NORMAL. REACHED 25X1A 3.1 MACH, 77,000 FT AND 350 KEAS AT PUEBLY, IDAHO. HE HAD 41,000 43,000 LBS OF FUEL BUT COULD NOT REMEMBER TIME FROM TAKE OFF TO THIS POINT. A 180 DEGREE TURN WAS INITIATED AT DILLON, MONTANA. 25X1A HAD BEEN INSTRUCTED NOT TO ADJUST POWER IN THE TURN AND AS RESULT LOST 6000 FEET. AS HE LEVELED OUT, THE LEFT ENGINE STALLED FOLLOWED BY A GROSS INCREASE IN FUEL FLOW TO 37,200 LBS/HR. ALSO LEFT ENGINE

USAF review(s)
completed.

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

S E C R E T

25X1A
IN 62864

PAGE TWO

25X1 EGT WENT TO 940 DEGREES, AND REMAINED THERE APPROXIMATELY 10 SECONDS.
THE EGT DID NOT COME DOWN UNTIL POWER WAS REDUCED TO ONE HALF MIL POWER.
[] THEN ABORTED TEST AND [] LEFT ENGINE FUEL FLOW
WAS 10,000 LBS AT IDLE AND 4000 LBS WITH THE ENGINE SHUT DOWN. GEAR
EXTENSION ON EMERGENCY SYSTEM WAS NORMAL AS WAS CHUTE DEPLOYMENT. THE
INS OPERATION APPEARED TO BE GOOD. [] HAD SAS PITCH A, B AND M
LIGHTS ON INTERMITTENTLY THROUGHOUT THE FLT.

25X1

25X1A

END OF MESSAGE

S E C R E T